

The Orissa Gazette

EXTRAORDINARY
PUBLISHED BY AUTHORITY

No. 826, CUTTACK, FRIDAY, MAY 11, 2007/BAISAKHA 21, 1929

No. 4302-LC-II-Gen-7/2007/T.

COMMERCE & TRANSPORT (TRANSPORT) DEPARTMENT

RESOLUTION

The 10th May 2007

SUBJECT : TRANSPORT POLICY OF ORISSA-2007

1.0. INTRODUCTION :

1.1. Transport is an essential ingredient to the all round development of a state. It is a kind of derived demand that rests on a series of economic & non-economic characteristics of the society. The growth of transport sector has direct bearing on the economic diversification, establishment of desirable human settlement, cultural integration and improvement of quality of life of people of the State. The Transport Policy of Orissa aims at establishing an efficient, transparent and modernized transport administration and management system for both freight and passenger traffic movement in the State of Orissa. The Policy makes all attempt to ensure the safety, security, comfort and economy of mobile population by taking into consideration the technological, environmental, fiscal, road safety and management aspects of transport sector.

1.2. Among the four major modes of transport sector (like Railways, road transport, airways and water ways) road transport plays a dominating role in both passenger and freight movement in Orissa. Traffic movement by means of airways & waterways are extremely limited in terms of volume, capacity and infrastructural development in the state. The all India share road-rail traffic movement is 70:30 % for freight traffic and 85:15 % for passenger traffic. In Orissa the road-rail share of traffic movement is also very high. The proportion increased not only due to deficiency in rail infrastructural

development but also due to better door-to-door service flexibility, cost effectiveness, reliability, easy extension of service and accessibility to people of remote underdeveloped areas by road transport mode in the state.

- 1.3. The State should have excellent railway system for optimum utilization of its abundant natural resources. There is also problem of lack of systematic co-ordination between the railways and road infrastructure for the benefit of passengers and industries.
- 1.4. The inland water transport has excellent potential as an economic alternative. With only 3 areas of inland water transport facilities at Chandbali, Balugaon and Astaranga, there are many other potential areas where inland water transport system can be developed with much less expenditure compared to road transport.
- 1.5. Airways make extremely limited coverage of traffic in Orissa. Directorate of Civil Aviation looks after the use of State's passenger aircrafts and trainer aircrafts, training of pilots, construction, development and maintenance of airstrips in the State. Process of expansion and modernization of Bhubaneswar airport has been initiated with the support of State government. An air cargo complex started functioning at Bhubaneswar airport since 1995 consequent upon declaration of this airport as Customs Airport to facilitate export and import by air.

2.0. ORISSA PROFILE :

Sl. No.	Mode	Profile
(1)	(2)	(3)
2.1	Airways	01 airport, 19 airstrips, 16 helipads
2.2	Inland Water	a) 9 water routes in 3 sectors i.e. Chandbali, Balugaon & Astaranga. b) Total passengers carried in 2004-05 – 1.43 lakhs
2.3	Railways	a) 2287 Kms. of railway routes b) 234 railway stations & 26 rail passenger halts. c) railway route length per 1000 sq. Kms. is 15.03 kms.

(1)	(2)	(3)
2.4	Road Transport	<p>a) Total Road length – 2.63 lakhs kms. (as on dt. 31-03-2006)</p> <p>* Rural roads – 83% (Rural roads + Village roads)</p> <p>* NH & SH – 3.19%</p> <p>* Surfaced roads – 6.77%(NH+SH+MDR+ODR)</p> <p>b) Total No of registered Vehicles –19.32 lakhs (as on dt. 31-03-2006)</p> <p><i>i.</i> Two wheelers – 1530295</p> <p><i>ii.</i> 3-wheelers / auto- rickshaw – 31232</p> <p><i>iii.</i> Jeep – 30547</p> <p><i>iv.</i> Pvt. car – 82686</p> <p><i>v.</i> Taxi – 17921</p> <p><i>vi.</i> Contract carriage – 4413</p> <p><i>vii.</i> Stage carriage – 11583</p> <p><i>viii.</i> Trucks – 122275</p> <p><i>ix.</i> Tractor & trailer – 76868</p> <p><i>x.</i> Misc. – 21504</p> <p>c) Annual growth rate of vehicles – 11.26%</p>

3.0. ROAD TRANSPORT REGULATION :

Transport sector is in the concurrent list of the constitution. The first MV Act was enacted in 1914 which gave regulatory power to local government for registration, license and enforcement of motor vehicles. In 1939, the 2nd MV Act was enacted in which STA & RTAs were created in collaboration with Police department to administer the above regulations with rules. The 1988 MV Act was liberalized with a series of amendments. This Act continues to be in force till date. In addition to MV Act 1988, the following rules and Act are enforced to administer road transport sector in Orissa:

- i.* Central Motor Vehicle Rules 1989
- ii.* Orissa Motor Vehicle Rules 1993
- iii.* Orissa Motor Vehicle Taxation Act 1975
- iv.* Orissa Motor Vehicle Taxation Rules 1976

4.0. FEATURES OF ROAD TRANSPORT :

4.1. Freight Transport Service

- Rail and road-ways compete with each other for freight services.
- Growth in Goods Transport is adversely affected due to non-availability of soft loans and other allied services.
- As on 31st March, 2006, 94130 number of trucks (including tempos) were plying on road out of total 122275 trucks registered in Orissa giving sustained income and employment to people directly and indirectly.

4.2. Passenger Transport Service

- Road based passenger transport system in Orissa is mostly privatized. As on 31st March, 2006, out of total 11583 number of registered buses, 6170 private buses and 225 OSRTC buses were actually plying on road in Orissa.
- Intermediate public transport (IPT) modes & multi utility vehicles like taxis, autos, trekkers etc. are used in many parts of the State. As on 31st March, 2006, there are 23610 auto-rickshaws, 7716 trekkers, 20954 taxis, 68815 cars plying on road in the State which are much less than the total number of IPT category vehicles registered. They cater the local transport needs of those areas where grossly inadequate number of stage carriages are plying. These IPT modes of transport usually ply in cities/towns/NACs and in feeder routes linking periphery regions of the State.

5.0. OBJECTIVES OF TRANSPORT POLICY :

Orissa is committed to ensure positive growth of transport sector under Govt. of India's liberalized regime of MV Act, 1988.

The basic objectives of Transport Policy of Orissa would be:

- i. To increase competition, efficiency, transparency, accessibility, and adequate availability of transport services in the State.
- ii. To improve infrastructural facilities including amenities to passengers.
- iii. To expand road network in the State in a phased manner.
- iv. To facilitate more private investment with better soft loan facilities for growth in passenger & freight transport.
- v. To establish rational fare structure for passenger & good transport.
- vi. To ensure comfortable, need based safe & environment friendly road transport system in the State.
- vii. To improve efficiency at Border Check gate management for smooth flow of vehicles & additional generation of revenue.
- viii. To introduce E-governance in transport sector for better transparency, efficiency & restriction leakage of revenue.
- ix. To restructure OSRTC.
- x. To create a user friendly data base for the Transport Sector in the State.
- xi. To evolve improved Urban Transport system.
- xii. To establish MRTS in densely populated regions.
- xiii. To facilitate expansion of the railway network in the State.
- xiv. To develop inland water transport system in the State.
- xv. To develop and modernize airways in the State.

6.0. STRATEGY :

The strategies of proposed Transport Policy would be as follows:

- i. More stringent regulatory mechanism will be followed in case of issue of driving licenses, fitness certificates, stage carriage permits.
- ii. Institutional mechanisms will be formulated for improvement of infrastructure in the transport sector.
- iii. Institutional framework will be established for rationalization of fare & tariff structure and for redressal of public grievances in the transport sector .
- iv. Urban Transport System to be upgraded and strengthened.
- v. Road transport sector to be modernized with introduction of E-governance.
- vi. A transport infrastructure development fund would be created to encourage investment in road transport and inland waterways.
- vii. Close co-ordination with railway to expedite implementation of various railway development projects will be ensured. Feeder services for passengers & goods will be encouraged for optimum utilization of the rail infrastructure in the State.
- viii. Airport would be expanded, modernized and more airstrips & helipads would be developed.
- ix. The quality of services from the existing infrastructure should be maximized so that the economy gets maximum benefit. The provisions of services to the transport operators will have to improve. The operators in turn would have to ensure quality services to the public within the provision of law. They should also discharge their liability to pay taxes and fees as per law. The administration would aim to enforce the liability of the operators to provide quality services and to pay taxes as per law through greater degree of voluntary compliance.

7.0. INSTITUTIONAL MECHANISMS:

7.1. THE ORISSA TRANSPORT INFRASTRUCTURAL DEVELOPMENT AUTHORITY (OTIDA)

- A large number of Stage carriages are plying in 2856 number of routes with inter district and inter state permits covering all the district head quarters of the State every day.
- But all the 37 number of bus stands of the State lack basic passenger amenities.

- Very few bus stands are managed by OSRTC and the rest are maintained by urban local bodies.
- Absence of truck and tanker terminals, lack of minimum road side amenities for the heavy vehicle, lack of provision of weigh bridges & space for seized vehicles out side the town areas create obstacles.
- It is proposed to create an independent institutional Authority, namely, Orissa Transport Infrastructural Development Authority (OTIDA) to ground these facilities. OTIDA will act as the Facilitator for the flow of public and private investments to transport infrastructure like terminals etc. A consultant will be appointed to devise viable strategies and to ensure sequential planning & for creation of 'Special Purpose Vehicles (SPV), as required.
- Truck Terminals will be developed in suitable places at reasonable distance gap on highways in order to avoid traffic congestion, road blockades for long hours and possible collapse of old bridges being created by large number of trucks on high frequency highways of the State. Truck terminals will also be developed near major towns/cities.
- OTIDA will extend technical and strategic guidance to service providers like OSRTC and Urban local bodies to establish new bus stands and maintain the existing bus stands with all the passenger amenities including well developed reception and computerized ticket counters.
- Model Vehicle Repairing, Inspection and Testing Centres will be set up at regular intervals on National and State highways on PPP basis.
- Privatization of weighbridges: It is required to make provision for weighbridges and adequate space for seized vehicles at every 50 kms. on National and State Highways and all Border check gates for effective enforcement. At present weighbridges are installed at six check gates thus resulting in substantial leakage of revenue and damage to the roads. In view of the manpower and budgetary constraints, privatization of government weighbridges at border check gates as well as installation of weighbridges on BOO/BOOT basis shall be encouraged.
- Modern Driving Training Institutes would be set up in each District in the private sector with due regulation of their function.

7.2. ORISSA TRANSPORT REGULATORY AND ADVISORY COUNCIL (OTRAC)

OTRAC will be constituted under the Chairmanship of Minister, Transport. It will have representatives from stake holders and identified user groups of transport sector. The main functions of OTRAC would be as follows:

- To hear public grievances on fares, freights and other related issues,
- To frame related policy guidelines,
- To fix fares and tariffs every year,
- To create Standing Committee for recommending changes in the fares and tariffs to the government.

7.3. STATE TRANSPORT APPELLATE TRIBUNAL

The existing Tribunal works for the settlement and recovery of arrear dues in the transport sector.

- The Transport department will evolve a set of uniform guidelines for the settlement and recovery of arrears.
- The Tribunal will function as a circuit court.

8.0. PUBLIC TRANSPORT REGULATION:

- Issue of permanent permits to stage carriages will be promoted and temporary permits will be discouraged for avoiding imbalanced movement, unhealthy competition among private operators, better accessibility to traffic corridors and higher MV revenue for the State.
- More number of small capacity buses like City Riders would be encouraged to ply in the State Highways and rural roads.
- Issue of Fitness certificates to public transport and other heavy vehicles will be made more stringent and restrictive.
- Public transport plays a vital role in tourism promotion in the State. Permits to the tourist buses in inter state and intra state routes would be promoted. Prepaid counters for taxis and other public transport vehicles should be established near police help posts at major railway stations, airport and bus stands so as to prevent tourists and other passengers from exploitations by operators.
- Information on timing, distance of routes and fare will be displayed at bus stops.
- Issue of driving licenses would be streamlined. Tamper-proof computerized driving licenses shall be introduced.

- Border Check gates under Transport Department would be streamlined and modernized with introduction of E-governance,

9.0. URBAN TRANSPORT SYSTEM :

- Roads in urban areas will be assigned higher priority for construction and maintenance.
- Route number and stoppages will be displayed in each town bus.
- Parking place will be fixed and notified at public places.
- Right side bar in autos will be made mandatory for issuing fitness certificate to autos.
- Printed denominations of tickets will be issued by town buses.
- There will be horizontal segregation of slow moving and fast moving vehicles in the intra city roads.
- Town bus terminals will be developed and maintained in cities.
- Tax for town buses will be fixed at lower tax slab as a measure of tax incentive to promote town bus network in both cities.
- More routes under urban agglomeration of both cities will be identified to introduce new intra city and inter city services.
- Wearing of uniform for Town bus drivers and conductors will be made mandatory.
- The routes for town buses and auto rickshaws shall be earmarked in order to avoid unhealthy competition and traffic congestion in the cities/towns.

10.0. PUBLIC AMENITIES :

Public amenities centers for both passenger and goods traffic should be provided on each National Highway at interval of 150/200 kms. depending on suitability of location. The amenities include development of motels, lodging, vehicle repair centre, banking facility, petrol pumps, health care unit, sulabh souchalaya, telephone booth, separate bays for stoppages etc. Private participation would be encouraged to develop these public amenities.

11.0. ROAD SAFETY:

11.1. Accident profile of Orissa during 2005

- No of road accidents - 7567
- No of persons dead - 2528
- No of person injured – 10047
- No of Ambulances operating – 5 (by STA)
- No of Cranes operating – 10 (by STA)

11.2. Reduction of road accidents would be one of the major objectives of the Transport Policy. Road safety would be ensured through appropriate educational, Engineering and enforcement measures.

- Provision for Trauma care centres, Ambulances and Cranes will be made at reasonable distance gaps on National and State highways of the State for extending immediate medical care to the post accident victims and for immediate clearance of road blockades at accident sites.
- NGOs would be involved for generating awareness, education and training programme on road safety among all vulnerable groups of road users including drivers.
- Concept of Road safety Volunteers will be introduced in schools/colleges like Scouts and Guides.
- The Transport Regulatory and Advisory Council shall lay down the broad parameters and indicate the areas requiring investment.
- Traffic Aid Posts will be set up along the National Highways, along with Trauma care centers in identified hospitals.

12.0. COMPUTERISATION AND E-GOVERNANCE:

Computerization process has already been initiated in STA, RTOs and border Check gates of Orissa. The Government of Orissa will introduce following steps to modernize the road transport sector in the State:

- E- governance in the Transport administration for the benefit of the users.
- Computerisation and modernization of border Check gates.
- Computerization of Driving Licences.
- Computerization of Registration certificates.
- Introduction of the High Security Registration Plates for all vehicles in the State.
- Modernisation of vehicle Inspection System
- Modernisation of Enforcement System

13.0. REVAMPING OF RTAs:

The RTAs will be revamped to streamline the transport administration at district level. Compliance to law and achieving policy objectives will be the major focus of the RTAs. There will be grievance cell in each RTO for the public and operators. Greater transparency in decision making will be ensured through regular notifications, advertisement, and discussions in RTA meetings.

14.0. MASS RAPID TRANSIT SYSTEM (MRTS):

MRTS will be introduced in urban areas to cater to densely populated zones by a multimodal transport system. Introduction of MRTS will lead to decongestion and also shall be complementary to road and rail transport. The latest census figures indicate that the population of Cuttack and Khurda districts are 23.04 and 18.74

lakhs respectively. This population is expected to increase by two folds in 25 years. The traffic surveys indicate that presently 4-6 lakhs commuters are moving between Cuttack and Bhubaneswar. Despite expansion of National Highways, an alternate mode of transport is necessary in future. The government of Orissa shall endeavour for introduction of MRTS in phases.

15.0. RAILWAYS:

Rail and road are complementary to each other. The railway network in Orissa is 15.03 Kms. per thousand sq. Km as compared to national average of 19 Kms. States contiguous to Orissa like Bihar, West Bengal & Andhra Pradesh have a much higher route km and a higher average. The government of Orissa shall endeavour to increase the railway route Km. in the State so as to compare at least with the national average. The government shall encourage private participation for new lines, gauge conversion etc. It shall co-ordinate effectively with the Ministry of Railways for improvement of passenger amenities. It will ensure introduction of new trains, increase in frequency and extension of trains, computerization of reservation services. It shall co-ordinate effectively with the Ministry of Railways for introduction of container services in urban local bodies , ports etc.

16.0. INLAND WATER TRANSPORT:

Inland Water Transport Policy for the State will be formulated in consonance with Inland Vessels Act, 1917. While making a study for this policy, the terms of reference should contain standardization of vessels and jetty facilities as well as providing ample scopes for privatization of services.

17.0. CIVIL AVIATION:

In view of the geographical, tourist and commercial importance, Ministry of Civil Aviation with the support of state government should make concerted effort in the following areas:

- Expansion and modernization of Bhubaneswar airport,
- Construction, development and maintenance of airstrips in the State,
- Maintenance of State's passenger aircrafts and trainer aircrafts,
- Impart advanced training to produce more number of trained pilots.

18.0. HUMAN RESOURCE DEVELOPMENT:

The performances of various duties and responsibilities in the transport sector are technical in nature. Knowledge of engineering and law is essential. The technology in use in the transport sector is changing rapidly and the position of

law is also under going revisions from time to time. It is proposed to develop human resources in the transport department by evolving a set of training facilities for all the personnel at the time of induction. More over in service training shall also be provided to the personnel.

19.0. CNG/LPG AS AUTOMOTIVE FUEL:

- The use of CNG/LPG would be encouraged in the cities/towns affected by high vehicular pollution.
- Safety of CNG/LPG fuelled vehicles is of paramount importance.
- There will be a continuance of the present practice of having fixed fuel tanks in CNG and LPG vehicles in line with practices around the world.
- Installation of Auto CNG/LPG dispensing Stations.

20.0. RESTRUCTURING OF THE ORISSA STATE ROAD TRANSPORT CORPORATION (OSRTC).

At the time of motor vehicle operators, strikes, OSRTC services is the only alternative for public transportation. It is necessary to restructure and strengthen the OSRTC.

ORDER—Ordered that the Resolution be published in the *Orissa Gazette* and copies thereof be forwarded to all Departments of Government, all Heads of Departments and Accountant General (A&E), Orissa.

By order of the Governor

PRIYABRATA PATNAIK

Principal Secretary to Government

ANNEXURE-1**NAME OF THE AIRSTRIPS MAINTAINED BY STATE GOVERNMENT**

Sl No. (1)	Name of the Airstrip (2)	District (3)
1	Barbil*	Keonjhar
2	Baripada *(Rajabasa)	Mayurbhanj
3	Birasal	Dhenkanal
4	Hirakud (Jamadarpalli)	Sambalpur
5	Jaypore	Koraput
6	Raisuan	Keonjhar
7	Nawapada(gotma)	Nawapada
8	Padmapur(sativata)	Bargarh
9	Phulbani(gudari)	Kandhamal
10	Rairangpur (Dandbose)	Mayurbhanj
11	Rangeilunda(Gopalpur)	Ganjam
12	Tusra	Bolangir
13	Utkela	Kalahandi

NAME OF THE AIRSTRIPS MAINTAINED BY OTHER AGENCIES

1	Rourkela	Sundargarh
2	Jharsuguda	Jharsuguda
3	Therubali	Koraput
4	J.k.pur*	Koraput
5	Amarda road	Mayurbhanj
6	Sukinda	Jaipur

N.B. * Disused

ANNEXURE-II**INLAND WATER TRANSPORT ROUTES IN ORISSA .(As on 2005)**

1	Chandbali Sector	Distance(kms.)
	Chandbali –Aradi	18
	Chandbali-Rajanagar	40
	Chandbali-Talchua-Via-Dhamra	33
	Chandbali-Vittarkanika(Tourist)	30
2	Balugaon Sector	
	Balugaon-Krishnaprasad	17
	Balugaon-Kalijai	15
	Balugaon-Satapada	33
	Balugaon-Nuapada	22
3	Astarang Sector	
	Nuagarh-Sribantapur	20

N.B: Besides these I.W.T routes, passenger launches of I.W.T are plying in 7 major rivers & lake in Orissa.

Source: Directorate of Inland Water Transport, Cuttack, Government of Orissa.

ANNEXURE-III**DISTRICTWISE LENGTH OF RAILWAY ROUTE AND RAILWAY
STATION/PASSENGER HALT IN ORISSA, 2003-04****(IN KMS)**

Sl No	District	Single line	Double line	No. of Stations	Railway Passenger halt
(1)	(2)	(3)	(4)	(5)	(6)
1	Angul	87.45	15.38	10	1
2	Balasore	-	114.98	18	-
3	Baragarh	52.91	-	3	-
4	Bhadrak	-	28.45	4	2
5	Bolangir	176.87	-	14	-
6	Boudh	-	-	-	-
7	Cuttack	63.87	50.4	15	5
8	Deogarh	-	-	-	-
9	Dhenkanal	-	50.6	5	4
10	Gajapati	49.37	-	7	-
11	Ganjam	-	85.64	9	2
12	Jagatsinghpur	69.51	-	7	2
13	Jajpur	33.05	65.61	10	-
14	Jharsuguda	6.82	77.02	8	-
15	Kalahandi	35.14	3.33	5	-
16	Kandhamal	-	-	-	-
17	Kendrapara	-	-	-	-
18	Keonjhar	57.97	-	6	-
19	Khurda	1.11	116.77	14	7
20	Koraput	234.18	-	20	-
21	Malkangiri	-	-	-	-
22	Mayurbhanj	99.41	-	12	-
23	Nawarangpur	-	-	-	-
24	Nayagarh	-	-	-	-
25	Nuapada	31.6	-	3	-
26	Puri	42.08	-	6	3
27	Rayagada	4.14	113.01	10	-
28	Sambalpur	144.06	24.38	17	-
29	Sonepur	13.30	-	1	-
30	Sundargarh	153.88	184.68	30	-
Orissa		1356.72	930.25	234	26

Source: Economic Survey, Govt. of Orissa, 2004-05.